

ANNOTATED TIME TABLE

DESCRIPTIVE OF THE JOURNEY
OF

His Royal Highness

Prince Arthur of Connaught

OVER THE

Canadian Northern Railway



*Through A Thousand Miles
Of
Wheatfields*



A P R I L , 1 9 0 6

The Warm Chinook

*O, the warm Chinook is blowing in the West,
And the emerald is glowing on the breast
Of the broad and billowed prairie
Where the warm Chinook will tarry,
While the birds are making merry, in the West.*

*Now the fields are growing golden in the West,
And a baby bird is holding to his nest,
But to-morrow he'll be trying
And the next day he'll be flying
Where the warm Chinook is sighing, in the West.*

Cy. Warman

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From ARTHUR HILL ESTATE

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A. R. Davidson,	- - - - -	Winnipeg
A. D. McRae,	- - - - -	"

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H. Malcolm Hubbard, Local Secretary
Bond Court, Walbrook, London, E.C.

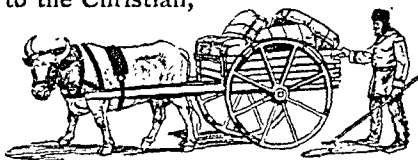
Liverpool

H. J. Cowie, Freight Agent
5 Chapel Street, Liverpool, England

Edmonton



EDMONTON, the present Western terminus of the Canadian Northern Railway System, sits high on the Northern bank of the North Saskatchewan River, down which for a century or more, the trappers and traders have floated their furs to trade with the Hudson's Bay Company, this being the gateway to the then unmapped and comparatively unknown territory to the west and Northwest. This same winding waterway served for the transportation of the products of the forest on the second stage of their journey to London, via Lake Winnipegosis to Winnipeg, known in early days as Old Fort Garry. Before the advent of the railway the river and the ancient wooden-wheeled Red River carts constituted the transportation facilities for all this vast region. For decades Edmonton has been regarded as "The Last House"—the end of the trail, beyond which lay a trackless wilderness. It stood upon the shore of civilization, its outskirts washed by an unknown sea, its traders passing the products of the wild from the Cree to the Christian, the products of civilization from the Christian to the Cree. Edmonton was never noisy like the frontier towns to the South. Up to its front door for a hundred years came the voyageur, the explorer, the trader and the adventurer. Away from its back door rolled the old ox carts, on their annual *grande voyage* to the far North; the patient cattle bending to the yoke, driven by a short dark man, as mute almost as the brutes he drove.



Edmonton was the natural outfitting point for the feverish horde of gold seekers who, in 1897, passed that way by the overland route to the Klondike. That rush to the far North brought Edmonton into the limelight, and at the same time lifted the curtain that cut off the Northwest. Recognizing the advantages of an overland route from Edmonton to these gold fields, the Dominion Government is considering the construction of a trail from Athabasca Landing to Dawson City, the preliminary work being now in the hands of the Northwest Mounted Police. The C.N.R. will add a link in the chain by building from Edmonton to the Landing.

Now we know that Edmonton is not the last house, nor does it mark the remotest reach of the great wheat field of Western Canada. The country has been settled and tested for over fifty miles to the west, and has proven valuable, both for wheat growing and for mixed farming, and this Railway has already under construction an extension to tap this region. What promises to be a valuable oil district lies some thirty miles to the northwest of Edmonton.

The oil shows itself on the surface and on the margins of lakes and all down the Athabasca River are blow-holes from which natural gas flows. Some of these blow-outs were fired by trappers or explorers, burning for months, roaring so that they could be heard for miles, flaring out in the forest, frightening the ox teams and aweing the Indians that passed up and down the river.

To the north homesteads are nearly all taken for fifty miles. To the south and east, flaring fan-shaped, the great wheat field stretches for nearly ten hundred miles. Immediately under your windows for a thousand miles east of Edmonton lie more fertile acres than may be seen from the windows of any railway train travelling on the continent to-day on a continuous journey of a thousand miles.

Up to a few years ago the Edmonton District was regarded more as a ranching country, fit, at best, only for mixed farming. Now it is producing splendid wheat crops. For the past twenty years the wheat belt has been pushing north and west. Step by step it has advanced from the

Red River Valley to Portage Plains, Gilbert Plains, Quill Plains, has crossed the great Saskatchewan valley, and passed Edmonton on its way to the Peace River and the upper Athabasca. As an agricultural country, then, the Edmonton district may be said to have passed the experimental stage. The richness of her oil and coal fields have not yet been demonstrated. Her possibilities as a mining region are utterly unknown.

We know that wide veins of fairly good coal are washed bare by the sweep of the Saskatchewan as it swings past this Northern Metropolis, and that the coal mined for domestic use is mined within the city limits. We know that alluvial gold with platinum is found along the Saskatchewan from the Rockies to Edmonton, but as to the source of this wealth of the Mother Lode, nothing is known. We know that all the region round about Edmonton has a rich soil, that the progressive people who have waited long and patiently for Edmonton's day to come are enterprising and have the push and optimism to make it one of the best towns of the West; that Edmonton's day has dawned, and that the darkness was dispelled by the driving of the last spike in the completion to that point of the Canadian Northern Railway on the 24th of November, 1905.



Lastly, but of great importance, we know that horses and cattle range out the year round as far north as the North Saskatchewan, and that the climate is so tempered by the warm chinook wind that, for fifty years, it has been three degrees warmer at Edmonton than at Toronto.

Standard Time

The 24-hour System is used on all the Canadian Northern Lines—Noon is known as 12 o'clock; Midnight as 24 o'clock.

Lines West of Kamsack and Swan River are governed by Mountain Standard Time—All Lines East of Kamsack and Swan River are governed by Central Standard Time.

Mountain Standard Time is one hour behind Central Standard Time, therefore, at Edmonton at 11 o'clock it is 12 o'clock noon at Winnipeg.

Canadian Northern Railway

SPECIAL TIME TABLE

Edmonton to Winnipeg

825.0 MILES

Western Division

EDMONTON TO GILBERT PLAINS JCT., 644.2 MILES.

J. ABBOTT, Superintendent, Battleford, Sask.

W. J. PACE, Assistant Superintendent, Edmonton, Alta.

Northern Division

GILBERT PLAINS JCT. TO WINNIPEG, 180.8 MILES.

J. W. DAWSEY, Superintendent, Dauphin, Man.

Miles from Edmonton	Time	STATIONS AND DESCRIPTIVE NOTES	Miles from Winnipeg
0.0	Saturday April 7th LEAVE 9.00 K	Edmonton is the Capital of Alberta, which has an area of 253,540 square miles. (N.B.—See pages 5 to 7).	825.0
7.6	ARRIVE	Oliver Leaving Ed-	817.4
17.0	9.50	Fort Saskatchewan monoton the	808.0
23.2		Scotford line swings	801.8
		to the north to avoid the Beaver Hills, which are soon seen lending outline to the east, and at Fort Saskatchewan crosses the river. This point has been a military post since 1874 and was the first station established by that excel- lent force now known—since the recent honor accorded by His Majesty to the corps—as the <i>Royal</i> North West Mount- ed Police, which on so many occasions has upheld the law of the land, some- times in the face of almost incredible odds. Around the Fort has grown up a thriving town, roused to fresh energies by the advent of the railway. The Company has designed a steel bridge to span the river at this point (known as the third crossing of the Saskatche- wan) seventy-two feet from rail to average water level and 760 feet in length between abutments, divided into four spans of 190 feet each.	

CANADIAN NORTHERN RAILWAY

Miles from Edmonton	Time	STATIONS AND DESCRIPTIVE NOTES.	Miles from Winnipeg
	Saturday April 7th		
30.0	10.55	Bruderheim Bruderheim, as the	795.0
37.0		Lamont name would indicate,	788.0
44.2		Chipman is a German settle-	780.8
51.8		Hilliard ment, and close by the	774.2
58.4		Mundare railway may be seen	766.6
65.2		Raith two Lutheran churches	759.8
		within half a mile of	
		each other. These Germans are care-	
		ful farmers and get excellent results	
		from their operations. Big grain	
		shipments from all points in this district	
		can be expected as soon as more land	
		is put under cultivation. Previous to	
		the construction of the railway, the	
		grain from this point and intermediate	
		stations was teamed to Edmonton	
		during the winter.	
72.1	12.39	Vegreville Vegreville has a consider-	752.9
81.2		Lavoy able settlement already,	743.8
90.0		Ranfurley and promises to become	735.0
		a large grain shipping	
		station.	
		Journeying southwesterly the home-	
		steads are newer, for the road has	
		been open to Edmonton only a few	
		months, but on both sides of the line	
		are many houses in the course of	
		erection for the land is well taken up	
		in this district.	
98.0	13.58	Innisfree As Innisfree is passed	727.0
106.5		Minburn may be briefly told the	718.5
114.9		Manville legendary explanation of	710.1
121.5		Claysmore the Redmen for the prox-	703.5
		imity of beautiful	
		Birch Lake to Innisfree Hill. The	
		Indians have similar explanations	
		for nearly all the country's physical	
		features. The story goes that in the	
		vicinity once lived a chief whose beauti-	
		ful daughter was wooed by all the	
		elegible braves of the tribe. To de-	
		cide on a husband, the maiden's father	
		arranged a series of tests of prowess	
		and endurance, all of which each of the	
		suitors successfully performed. An	




CANADIAN NORTHERN RAILWAY

Miles from Edmonton	Time	STATIONS AND DESCRIPTIVE NOTES	Miles from Winnipeg
	Saturday April 7th	<p>additional trial was therefore necessary, and the father decided that the one who should jump from the cliff at the south of Innisfree Hill to the stony plain beneath—a sheer distance of 200 feet—unhurt, should win his daughter. One after another the young braves took this mad leap to destruction, until remained only one. This was none other, in disguise, than Waseca Jack—the Indian's Creator. Confidently he leapt into space and, in his descent, by his magic power, in a twinkling changed the rocky bottom of the precipice to a great lake into which he descended feet first unharmed, from which he came fourth to claim his bride.</p> <p>From Innisfree hill, a beautiful view of the surrounding country is to be had—well worth the climb. From this height can be scanned for miles in all directions the prairie—for prairie it is—not flat, <i>dead level</i>, but beautifully undulating and rolling. Distances are difficult to judge, clumps of bush look like ridges of trees—far off on the wavy horizon the haze lends shades indefinite, always suggestive of higher land, as if the hill were placed in a vast basin.</p> <p>Through all this country blooms in the summer months the most variegated assortment of wild flowers that can be found anywhere. More than a score of different blossoms may be picked in in a few minutes walk. These are sometimes intermingled in almost dazzling combinations, sometimes in rifts forming actual bursts of brilliant color, contrasting with the deep lovely green of the natural prairie grasses. In other places the blue bells are in such profusion as to appear to contest with the body green for color supremacy. Roses from red to white give enchanting intermediate pinks; daisies of many kinds are found. The fox glove</p>	

CANADIAN NORTHERN RAILWAY

Miles from Edmonton	Time	STATIONS AND DESCRIPTIVE NOTES	Miles from Winnipeg
	Saturday April 7th	<p>probably is most strong in color; often this flower in great banks of bloom can be seen prominently many rods away.</p> <p>As soon as the snow clears, comes the prairie crocus—the forerunner of the summer's floral display. Then grows green that rich carpet which completely hides, except at trails, the rich dark soil which produces such vegetation—the pea vine, the vetch and many grasses, all knit together in a mass of richness. Then come those flowers, which in their wondrous weave of color rival the Heather of Scotland. It is known that where all these grasses and flowers thrive, the soil must be rich; the fertility of the country needs no further proof. How lovely it will be to see all these stretches bearing golden grain—and we shall see it. Through this great garden the railway follows the north bank of the Saskatchewan to Vermillion.</p>	
	Arrive		
129.5	15.30	Vermillion	695.5
136.5	Leave	Borradaile	688.5
144.2	15.40	Islay	680.8
151.5		Kitscoty	670.5
162.3		Blackfoot	662.7
		<p>Vermillion has for some years been the name applied to the region draining into the Vermillion River Valley (the river is narrow but the valley is wide), known to be a district of great fertility, and the Railway Company has named its divisional point to further perpetuate the name, knowing that from its location it is bound to be the distributing point for the rich area surrounding it. Just as the gardener carefully plants a bulb and awaits the budding flower with a confidence gained from previous experience, so the railway locates its divisional points with the same faith as to the result. The establishment of a thriving town in a country like this is only a question of time, and the better the country the shorter the time.</p>	

CANADIAN NORTHERN RAILWAY

Miles from Edmonton	Time	STATIONS AND DESCRIPTIVE NOTES	Miles from Winnipeg
	Saturday April 7th	<p>Therefore Vermillion's prospects are as bright as the name would indicate.</p> <p>This valley past, the Battleford District is entered, which is one of the most attractive in the province. At Lloydminster is located the all-British Colony. This colony was established three years ago, before there was any railway in that district. Despite the dearth of transportation facilities, the colony has prospered, the Lloydminster District now having a population of 3,000 souls. It is distinctively British, probably more so than any settlement in Canada, with the possible exception of the City of Victoria, B. C.</p>	
169.3	Arrive 17.43	Lloydminster At Lloydminster	655.7
174.9		Aberfeldy the north and south	650.1
181.2		Marshall boundry line be-	643.8
189.5		Lashburn tween the new	635.5
196.0		Waseca Provinces of Al-	629 0
203.8		Maidstone berta and Saskatch-	621.2
210.2		Birling ewan (created in	614.8
219.6		Paynton 1905) is passed, and	605.4
227.3		Bresaylor it is perhaps inter-	597.7
234.6		Delmas esting to note that	590.4
242.8		Highgate this very range line	582.2
		had been selected as the Main Street for the town when the Lloydminster townsite was laid out in 1903, so that the inhabitants west of the Main Street are in Alberta, those east in Saskatch- ewan, though for convenience legisla- tion will be put through to assign the town to Alberta, that province having been selected by the townspeople.	
		<p>To settle a colony of 2,000 people in a wild country, remote from railways, where each man had to make his own shelter, was no small under- taking. It was pioneering from the start, and the success of the settlement reflects credit upon the community. Now that the colony has rail connection with</p> 	

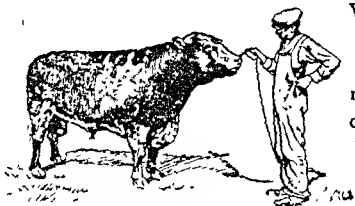
CANADIAN NORTHERN RAILWAY

Miles from Edmonton	Time	STATIONS AND DESCRIPTIVE NOTES	Miles from Winnipeg
	Saturday April 7th	<p>the outside world, it may be said to have seen its darkest days. The land about Lloydminster is rich and well adapted to wheat growing.</p>	
247.5	21.35	<p>Battleford Jct. From Battleford Junction a branch line leads down the south bank to Old Battleford, at the confluence of the Battle River with the Saskatchewan. Here are the headquarters of the Royal North West Mounted Police. What is known as the second crossing of the North Saskatchewan is made at a point about six miles north-west of North Battleford, eleven steel spans of 167 feet each, two of which are through, and nine deck spans being required to cross the river with 450 feet of trestle on the west, 150 feet on the east, making a total length of 2,437 feet, 60 feet above the river's normal level.</p>	577.5
252.6	<p>Arrive 22.00 Saturday April 7th</p> <p>Leave 9.30 Sunday April 8th</p>	<p>North Battleford. North Battleford is a divisional station, and, for its age, one of the most promising points on the line. But its greatness and its hopeful future do not depend wholly upon the railway shops and roundhouse. It is the natural business centre of the now famous Battleford District, where lands have already sold as high as \$20.00 per acre. Five years ago the choice of these lands could have been bought for one-fifth of that price.</p> <p>At Battleford is entered the battle ground of the Riel Rebellion, which ended so disastrously for the rebel chief and his misguided followers. Here fell gallantly a number of young Canadians, who freely gave their lives for Queen and country. Quickly they came from east, from west, at the first call to arms, the majority to return in safety to their homes as victors, a fateful few destined</p>	572.4




CANADIAN NORTHERN RAILWAY


Miles from Edmonton	Time	STATIONS AND DESCRIPTIVE NOTES	Miles from Winnipeg
	Saturday April 7th	to exchange their lives for a place of honor on a black-bordered page of Canadian history.	
258.6	9.43	Brada	566.4
265.1		Denholm	559.9
272.3		Ruddell	552.7
281.4		Maymont	543.6
289.1		Fielding	535.9
296.5		Radisson	528.5
304.4		Borden	520.6
		East of Battleford we pass through a beautiful country, an ideal section for mixed farming, which is the surest and safest in any resourceful country and which, ultimately, will be the rule throughout the Canadian West. To the right these fair fields end only at the rim of the river that chisels the earth and beyond whose deep furrow frown the low dark up-lands, called the Eagle Hills.	
		To the left the same beautiful rolling meadowlands run away to the north for half a hundred miles, embossed with bluffs, and dimpled by little limpid lakes that look like white jewels set in an emerald sea.	
317.8	12.05	Langham	507.2
325.6		Dalmeny	499.4
		Slowly, quite imperceptibly, we descend to the Elbow, a great bend in the river, where we cross another splendid steel bridge, the longest on the Main Line, being, with approaches, 2,540 feet in length, two through spans, six deck spans of 160 feet between pier centres, and 1,260 feet of trestles making up the distance. It is 58 feet from the rail to the normal level of the river. This is the last we see of the North Saskatchewan.	
		As we gain the uplands again we pass a prosperous Doukhobor settlement, the very presence of which is proof of the fertility of the soil.	



CANADIAN NORTHERN RAILWAY

Miles from Edmonton	Time	STATIONS AND DESCRIPTIVE NOTES	Miles from Winnipeg
<p style="text-align: center;">Sunday April 8th</p> <div style="display: flex; justify-content: space-between;"> <div style="width: 30%;">  </div> <div style="width: 65%;"> <p>Now we are racing across the great Saskatchewan Valley, "The Breadbasket of the World" as it has been called. A little way to the north now there is a large settlement of prosperous farmers, living in substantial houses, surrounded by ample out-buildings and having about them all the outward signs of prosperity.</p> </div> </div>			
334.1	12.45	Warman At Warman is crossed the Qu'Appelle, Long Lake and Saskatchewan Railway, which gives the Canadian Northern a connection both north and south.	490.9
340.3	13.00	Clarkboro A few miles east of Warman we cross the South Saskatchewan River. Like those on the north branch of the river, this bridge is a splendid steel structure, standing 95 feet from the average water level. It is 1,080 feet from bank to bank. The site of this bridge, then known as Clark's Crossing, was the scene of a fierce battle between Her Majesty's soldiers and the half-breed followers of Louis Riel.	484.7
347.3	13.18	Aberdeen We are now leaving the Saskatchewan Rivers, but we are still in the Saskatchewan Valley, and, as you will observe, in a fine country. Aberdeen is a comparatively old settlement. Vonda, the next station, is less than two years old, but it has more than a score of houses. This is a splendid farming district, and the budding village will, in all probability, grow to be a large and prosperous town within the next few years.	477.7
355.6 364.3	13.39	Vonda Howell East of Vonda for some miles the country is rolling and beautiful to see. Scores of pretty little lakes are to be seen from the car windows. In summer these lakes are literally alive with ducks and other wild water fowl.	469.4 460.7

CANADIAN NORTHERN RAILWAY

Miles from Edmonton	Time	STATIONS AND DESCRIPTIVE NOTES	Miles from Winnipeg
373.4	Sunday April 8th 14.21	Dana At Dana, to the left, a most Bruno charming view of Vermillion Lake is to be had. This lake is a wide vale filled with water, dotted with islands, with the houses of many homesteaders standing on the shore beyond.	457.6
381.6			443.4
389.4	15.00	Carmel At Carmel, to the left, may be seen Mount Carmel. Around this hill circles one of the best of the legends of the dark children of the west. The Author of <i>Frontier Stories</i> , at the request of the Railway Company, has recorded it, and his version of the romance is printed on pages 26 to 33. <p>Slowly now the rolling lands smooth out and we find our- selves in the more level reaches</p>  <p>—the future wheat fields—for we are now entering a vast level country known as Quill Plains. Our next stop is at Humbolt.</p>	485.6
399.9	15.30	Humbolt is another divisional point, and the principal business centre for this district. This is the Quill Plains country. To the north there is a splendid farming district, already opened up, a colony of Germans from Berlin, Ontario, having settled there in anticipation of the coming of the railway. <p>To the south a large settlement of Mennonites exists, and they, too, are prospering beyond their fairest dreams in the days of their sorrow in clouded tempestuous Russia. And all up and down the vast prairie are hundreds of homesteaders from the United States, from Eastern Canada and from the British Isles, all prosperous and con- tented.</p> <p>A decade ago all these broad plains and fertile vales were as empty and silent as the Sahara.</p>	425.1

CANADIAN NORTHERN RAILWAY

Miles from Edmonton	Time	STATIONS AND DESCRIPTIVE NOTES		Miles from Winnipeg
	Sunday April 8th			
405.2	15.59	Muenster	Leaving Humbolt we pass	419.5
412.7		St. Gregor	Muenster, or St. Peters	412.3
420.1		Englefelt	as it was formerly known.	404.9
426.1		Watson	Half a mile north of the	398.0
481.7		Wimmer	railway station the old St. Peters Church may be seen.	393.3
		<p>We are now travelling through the eastern part of the Quill Plains country. The soil here is a rich dark loam, lighter than the soil of Manitoba, easier to work, warmer, and it can be worked earlier, partly because we are still in the wake of the warm chinook winds, and partly because the season opens earlier as you go west and north-west from Winnipeg.</p>		
488.2	17.26	Quill Lake	Far to the south you	368.8
446.8		Clair	can see Quill Lake,	378.2
451.9		Paswegin	and, beyond, the dark	373.1
459.5		Wadena	outline of the Touch-	365.5
467.0		Kylemore	wood Hills. A little	358.0
478.8		Kuroki	further on to the right	351.2
481.0		Margo	lies Spirit Lake, from	344.0
480.1		Invermay	whose silent shores	335.9
406.8		Rama	myriads of wild cranes	328.2
507.8		Buchanan	rise and spread their	317.2
515.1		Tiny	wide, white wings in the gleam of the head-	309.9
		<p>lights of passing locomotives. Doubtless these were the "spirits" seen by the American Indians who gave the lake its strange name.</p>		
		<p>This is a region where in the fall many sportsmen enjoy a few days shooting of the prairie chicken, sometimes known as the Canadian grouse. Game laws have been successful in preventing the destruction of this excellent prairie fowl and the</p>		
522.3	21.12	Canora	bird is found in large	302.7
529.6		Mikado	numbers throughout the	295.4
538.0		Veregin	West, but nowhere more plentifully than in this district.	287.0



CANADIAN NORTHERN RAILWAY

Miles from Edmonton	Time	STATIONS AND DESCRIPTIVE NOTES		Miles from Winnipeg
	Sunday April 8th			
	Arrive			
546.3	22.15	Kamsack	Kamsack is also	278.7
552.5	Mountain Time	Cote	a divisional	272.5
559.0	Leave	Runnymede	point.	266.0
567.6	23.30	Togo	Immediately	257.4
572.5	Central Time	Makaroff	north of the sta-	252.5
577.5		Deepdale	tion lies the	247.5
584.4		Roblin	Kamsack Indian	240.6
592.4		Shevlin	Reserve, one of	232.6
601.8		Shortdale	the most charm-	223.2
604.6		Strevel	ing and pictur-	220.4
610.0		Meharry	esque spots	215.0
			imaginable. The	

Presbyterians have a splendid Indian school here, and here the Indians and half-breeds surprise the traveller by using fairly good English, vastly better than the average white man in similar circumstances either in America, Canada or the United Kingdom. They are on the whole industrious and self-supporting, though a few of the men carry the scars of dissipation.

To the right, south of the line as Kamsack is passed can be seen in the distance the Doukhobor

settlement. These are a prosperous people, having settled in a rich district. Their cattle and horses are the finest and fattest. They are honest, industrious, virtuous and scrupulously clean. The "Municipal" bath house is usually built next after they have constructed their great earthen ovens in which they bake their bread. At first they lived in communities, or villages, wholly, but of late years there is a disposition to break up and settle on the separate homesteads to which they are entitled, having come to this section in advance of the railway and ahead of other settlers.

At first, what time they were breaking up the wild land and awaiting their first harvest, they devoted themselves to digging ginseng root, which they hauled away to Winnipeg, some 200



CANADIAN NORTHERN RAILWAY

Miles from Edmonton	Time	STATIONS AND DESCRIPTIVE NOTES	Miles from Winnipeg
Monday April 9th			
		miles, bringing back supplies. They refuse to be idle, and as they have no vices and spend no money foolishly, they are prospering. Those who have witnessed the evolution of the Mennonites and other non-combatants, on this continent, predict that the Doukhobors will, in the second or third generation, be indistinguishable among the Canadians who are to inhabit and develop the Canadian West. Crossing from Saskatchewan to Manitoba, the boundary, 256.4 miles from Winnipeg, we enter a more broken country, winding along the gentle bluffs overlooking deep, wide and attractive valleys, threaded by clear, cool streams of running water, an ideal ranching district.	
617.6	3.20	Grand View	Grand View is
627.2		Gilbert Plains	well named, for
635.6		Ashville	here we have a
644.2		Gilbert Plains Jct.	really grand view of the
		famous Gilbert Plains country with the higher land from which the line has just descended a prominent feature in this great plain. In fact, the heights which extend from north and south are known respectively as the Duck and Riding Mountains, and a few years ago when Grand View was the terminus of a branch line seemed to impede the further projection west of the railway. In the fertile level extending easterly, a number of English homesteaders settled, and they are prospering.	
		The principal business centre of the Gilbert Plains District is Dauphin.	
		Dauphin	derives its name from that
		of the French fort on Lake Manitoba, one of a chain of six fortified posts established by La Vérendrye nearly two centuries ago. These were known collectively as Postes de la Mer de l'Ouest and extended from Lake Superior to Lakes Winnipeg and Manitoba.	
647.3	Arrive 5.05 Leave 5.20		207.4 197.8 189.4 180.8

CANADIAN NORTHERN RAILWAY

Miles from Edmonton	Time	STATIONS AND DESCRIPTIVE NOTES	Miles from Winnipeg
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Monday
April 9th

DAUPHIN—Continued

660.9	Ochre River	At Dauphin the Canadian Northern estab-	177.7
668.1	Makinak	lished an experiment-	164.1
676.5	Laurier	al farm, the success	156.9
685.0	McCreary	of which has been an	148.5
		inspiration to settlers	140.0

and a great help to those endeavoring to farm scientifically.

It would be difficult to find a richer soil than that which lies about Dauphin. Wheat here has yielded as high as forty-five

bushels to the acre.

This rich country first attracted the projectors of the Canadian Northern Railway when under the charter of the Lake Manitoba Railway and Canal Company work from Gladstone North was commenced in 1896, and the first divisional point established was Dauphin. The growth of the town and the development of the district and the constantly increasing traffic, freight and passenger, is a source of considerable satisfaction to the directorate.

At Dauphin begins the Prince Albert branch, which, circling far to the north, taps the famous Carrot River country, where a few farms have been under cultivation for a quarter of a century with never a drought nor a total failure from any cause, which facts are attracting a great number of the best class of settlers to the region served by this northern branch.

Swan River, 100 miles north of Dauphin on this line, was the first capital of the North West Territories and the first headquarters of the police. In this region are great strawberry fields. Berries from Swan River are shipped as far south as Winnipeg.

As we journey east from Dauphin the settlement of the country is farther advanced.

CANADIAN NORTHERN RAILWAY

Miles from Edmonton	Time	STATIONS AND DESCRIPTIVE NOTES	Miles from Winnipeg
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Monday
April 9th

686.0

0.47

McCreary Jct. From this point there are two alternative routes, via Gladstone, and by way of Neepawa, and south of the latter point, (Carberry Junction), another line gives a third route—(a few miles longer)—to Portage la Prairie, passing the C.P.R. Main Line at the town of Carberry, one of Manitoba's largest wheat shipping stations.

139.0

VIA GLADSTONE

697.0

7.10

Glencairn

A few hours

128.0

705.1

Glenella

ride takes us to

119.9

709.9

Tenby

the compara-

115.1

818.4

Plumas

tively old settle-

106.6

724.7

Ogilvie

ments of the

100.3

732.2

8.18

Gladstone

Portage Plains.

92.8

737.3

Golden Stream

Here, on either

87.7

741.3

Neepawa Jct.

side of the rail-

83.7

745.4

Katrim

way, when the

79.6

750.8

Beaver

harvest is ripen-

74.7

754.6

Youill

ing, stretches a

70.4

758.9

Rignold

seemingly end-

68.1

764.3

Walldon

less ocean of

60.7

768.3

Delta Branch Jct.

gold, which,

56.7

768.6

Arizona Jct.

wimpled by the

56.4

billows away and breaks on the far horizon.

No fairer country can be found than the Portage Plains when the wheat is turning in the long summer days, when the song of the lark, the reaper and the railway train is heard, where yesterday there was only the low soft sighing of the winds in the wild grass.

Neepawa Route

686.0

McCreary Jct.

This line tra-

154.1

691.4

Norgate

verses a good

148.7

695.6

Kelwood

agricultural sec-

144.5

701.7

Riding Mountain

tion, some of

138.4

707.7

Birnie

the land being

132.4

712.9

Eden

particularly well

127.2

718.2

Howden

watered.

121.0

CANADIAN NORTHERN RAILWAY

Miles from Edmonton	Time	STATIONS AND DESCRIPTIVE NOTES	Miles from Winnipeg
718.7		Rosburn Jct. Neepawa is a typi-	121.4
723.3		Neepawa cal Western town	116.8
727.5		Glendale with its rows of	112.6
729.3		Hallboro grain elevators and	110.8
733.2		Carberry Jct. its local flour mill.	106.9
736.4		Hummerston It is the market	103.7
745.6		Berton town for the im-	94.5
750.6		Mayfield mediate district.	89.3
756.4		Neepawa Jct.	83.7
<i>Carberry Route</i>			
733.2		Carberry Jct. The projection of	130.2
737.8		Munroe the line passes the	125.6
743.2		Petrel north-westerly limit	120.2
747.0		Fairview of the Portage	116.4
751.4		Carberry Plains. Wheat is	112.0
		king in this	
		country. Carberry is the central point	
		of one of Manitoba's finest wheat	
		areas, being about midway between	
		Winnipeg and the Western Provincial	
		boundary.	
755.5		Brandon Jct. From this junction	107.9
762.7		Pleasant Point runs the "Short	100.7
768.0		Arizona Line" to Brandon,	95.4
771.5		Gateside "The Wheat City,"	91.9
775.4		Pratt and the second lar-	88.0
779.2		Ladysmith gest city in Mani-	84.2
784.5		Lavenham toba. From this	78.9
789.6		Rossendale junction the line	73.8
796.0		Edwin runs parallel with,	67.4
802.9		McArthur though at some	60.5
807.0		Arizona Jct. distance from the	56.4
		Assiniboine River	
		—the latter is crossed at Portage la	
		Prairie.	
<i>MAIN LINE</i>			
769.4	Monday April 9th 9.35	Portage la Prairie A prosperous	55.6
776.2		Curtis and promising	48.8
779.4		Newton city on the As-	45.6
782.8		Oakville siniboine River,	42.2
786.6		Willow Range the first of pro-	38.4
		minence west of	
		Winnipeg, and a railway centre of rap-	
		idly increasing importance. Already	
		there are seven radiations from this	
		point.	

CANADIAN NORTHERN RAILWAY

Miles from Edmonton	Time	STATIONS AND DESCRIPTIVE NOTES		Miles from Winnipeg
	Monday April 9th	Surrounded as it is by a rich agricultural district, Portage la Prairie is bound to grow and prosper. Here are splendid flour mills, elevators and other industries.		
793.7	10.22	Eli	Nearing Winnipeg we traverse	31.3
799.5		Dacotah	a wide reach	25.5
803.9		White Plains	of level land,	21.1
811.4		Headingley	which, now that	13.6
813.4		St. Charles	the more attractive lands have	11.6
816.2		Carman Jct.	been settled,	8.8
821.9		Portage Jct.	is being drained and put under cultivation, adding hundreds of thousands of acres to the cultivatable area of Manitoba, which, with only thirteen per cent. under crop produces over 120,000,000 bushels of grain.	3.1
825.0	11.30	Winnipeg	Here, now at the juncture of the Assiniboine, with the great Red River of the North, stands wonderful Winnipeg, the Chicago of Canada, and easily the most prosperous, progressive and promising city in the world. The population of Winnipeg is now nearly 100,000, having more than doubled within the past seven years. It is the greatest wheat market of the continent. For the past year an average of a thousand people have arrived and settled in Winnipeg every thirty days. No other city in Canada is building and growing so rapidly as Winnipeg. Winnipeg is the natural gateway to, and the jobbing and wholesaling centre for, the Canadian West. It has reached that point in its development when its future is absolutely assured. It is already so powerful that it is able to rejoice in, because it profits by, the development of any and all sections of the vast wheat fields, the fertility of which has made Winnipeg possible.	0.0



CANADIAN NORTHERN RAILWAY

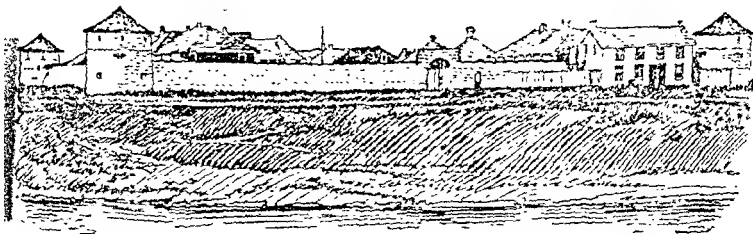
Miles from Edmonton	Time	STATIONS AND DESCRIPTIVE NOTES	Miles from Winnipeg
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Monday
April 9th

In 1905 Winnipeg's building permits totalled the vast sum of eleven million dollars, and it is likely that this figure will be rivalled by this year's building.

Here the Railway Company has most valuable property in the heart of the city, and at the present time has in hand the work of re-arranging its terminal on a scale sufficiently extensive to provide for all demands for some years to come. Its station site is most centrally located. By a series of industrial spur tracks it taps the great wholesale district. From a line paralleling the river, these sidings extend in some cases to Main Street, putting the railway in position to make track deliveries to all of the large wholesale houses located east of the main artery of the city.

Winnipeg has many fine buildings. Its banking houses are particularly notable. Its wide streets are impressively suggestive of expansion—that oppressive, cramped feeling of the great city is not experienced in its broad thoroughfares. "Room for all," is the cry of the West, and, in Winnipeg, one unmistakably catches the spirit of the phrase.

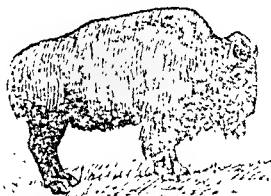


FORT GARRY

The Cross of the Cree

LONG ago in the great lone land of the Assiniboine lived a beautiful young Indian girl whom the mission folk called Carmel, because it was easier to say Carmel than to pronounce her name in Cree, which, being literally translated, meant "baby-blue-bird-with-its-mouth-open-asking-for-food." So they called her Carmel. Carmel might have been called semi-Christianized, not semi-civilized, for you cannot civilize a gentle soul that has never been savage.

When Carmel had seen seventeen summers, and had learned to broil buffalo flesh, to make beautiful beaded mocassins, to leap from the ground to the bare back of a cayeuse and canter away over the endless reaches of western wild, she was the belle of the Cree community in which she lived. Living always in the open, in that Indian's Paradise (in the days that are dead), glimpses of which are still to be had from the car windows—miles upon miles of undulating uplands, through which the beautiful Assiniboine winds away to Winnipeg—she grew lithe with an elastic step not unlike that of a wild deer. And when she was swimming in a quiet pool in a bend of the river, her beautiful brown body dimly outlined below the surface, her heaps of hair floating above her back, she looked like a water fairy.



And so she lived and loitered along the sunny way from childhood to womanhood, from happiness to grief. Being the belle of the Cree camp it was only natural that Carmel should be sought by the young braves of this and neighboring bands. Among these who came to pay their respects to the parents of Carmel (the Crees courted by proxy), was one Gaybird, a dashing young Indian who, having inherited his

father's hunting ground on the Swan River in the northern forest, was rich in his own right. Gaybird was a shrewd trapper, a mighty hunter. His horses, or the horses he rode, were the envy of all the Indians west of the Red River of the North. From their first meeting, Gaybird marked Carmel for his own. But she held herself not for him. She retreated at his every advance. The wilder his wooing the more repulsive he seemed. She shrunk from his touch, but the more she crouched the closer he crept. Her very modesty maddened him.

Finally, having set his heart upon Carmel, Gaybird went one night to her father's tepee and tethered, in front of his tent, a beautiful pony.



When Carmel, waking in the dusk of dawn, saw the cayouse at the end of a long rawhide rope, her heart sank, for she knew what it

meant. She knew all too well that this, by the unwritten law of the Crees, was his offering to her father for her hand. She looked upon the beautiful pony, now hateful to her, and knew her father would be sorely tempted to take it. She recalled the marriage of her cousin, Komito, who had been wedded to a worthless husband because her father, unlucky in the chase, had happened to be hungry when the Assiniboine had left a sack of flour at the opening of his wigwam. Komito, however, had suffered little because she had been heart-whole. Moreover the Crees were used to following the dictates of their parents.

With Carmel it was different, she trembled for two reasons. The first and least important was that she hated Gaybird as only a half wild woman can hate. The other reason was that she loved Koto, a poor but honest Indian, who had been her playmate. But, strange as it may seem, Carmel did not know that she loved Koto until she met Gaybird. After that the more she saw of Gaybird the

more she loved Koto. Koto, who was two years older, knew he loved Carmel, but he knew not how well until he saw Gaybird's cayeuse picketed in front of her tepee.

Carmel, watching from a willow bluff, saw her father come from his tent and she saw his usually melancholy countenance light up when his eyes rested upon the fine cayeuse. She watched, tremblingly, as he walked about it, grunting and talking to it low and unintelligibly.

Then, at the end of a quarter of an hour, when she saw her father unfasten the rawhide, bridle the pony, mount, and ride away like the wind, she knew that she was the lawful wife of Gaybird. Carmel's father grunted for very joy. The horse, rejoicing in his own strength and freedom flew away over the prairie.

Carmel, lifting her strong face to the rising sun, cried, with clenched hands trembling above her head ; "*Ka wika !* ah, we-sec-e-gea, *ka wika !*" (Never, God of the Crees, never!) and walked slowly back to her poor pathetic apology for a home.

At the entrance to her tent her way was barred by Koto, who stood with folded arms looking into her set cold face. Each seemed to the other to have aged ten years in a single sleep. Presently Koto thrust a hand toward Carmel and said, laconically, "Good bye!" "*Ka wika !*" cried Carmel, with one hand on the tent flap. Then, shooting a fiery glance at Koto, she repeated "*Ka wika*" and passed inside.

Now wild women are just as incomprehensible as others and Koto staggered back, not knowing what she meant, for he was young and blind with love. When he had repeated what she had said, saying it over and over slowly to himself, he turned to where the pony had been. Then he made a slow gesture with his left hand, as if saying to himself : "Ah, yes, *ka wika !* (never) she will go not with Gaybird.

Ah, God, she is fine, this Carmel that I have loved and lost—lost because I am poor. But if I had money, where is a pony like that to be bought. No, Gaybird does not buy his ponies. Well, it is finished. She is Gaybird's, not mine, for that is the law of our fathers. I must be off—away, away to the Peace River, to the big waters beyond the mountains—anywhere, for she is given to Gaybird. That is the law." So saying, Koto returned to his tent and, sore at heart, rolled up his blanket and prepared for his journey. And yet he could not go. He said to himself one moment that he must see Carmel no more, and in the next that he would go as soon as he could see Carmel.

That day Gaybird called to claim his bride, but Carmel could not be found. They searched the surrounding settlement but she was nowhere to be seen. They sought her at the mission some miles away but she had not been there.

Meantime Carmel, in wild despair, had gone to the tent of an old Indian who was a medicine man, believed by many to be demented and shunned for that reason. She had brought with her a number of prairie wild flowers and she asked the old Indian to tell her future with the flowers.

The medicine man told her that she was going on a long journey. She would have great trouble, he said (looking into her grief-seared face), but a certain flower would befriend her. He showed her the friendly flower with yellowish bloom and told her it was deadly poison. If her enemy pursued her she should brew him a drink from the root of this flower, and then he would trouble her no more.

Meanwhile Carmel's father was riding, riding, from one settlement to another, showing his fine pony.

Gaybird, enraged by the action of Carmel and her father, and having for once the law on his side, vowed that he would return at night and steal away Carmel, carrying her off behind him on his black stallion. Over the prairie, he said, they would fly, then along the bluff trail, and how she would cling to him when the black steed was racing

along the shoulder of a cliff with the river far below! He laughed to think how she would hug him for dear life.

Koto heard this threat and his dark blood boiled in his hot veins. That night the friendly stars guided the troubled maiden back to her home. That night Koto camped under those same stars in the tall grass near Carmel's tent. That



night—at midnight—came Gaybird on the black stallion, and, riding up to the tepee, stopped. The horse gave a low, almost inaudible snort and pointed his ears towards a clump of willows. Gaybird fol-

lowed the hint but he could see nothing save the willows and the wild grass.

Dropping the bridle rein to the ground, Gaybird approached the tent, walking like a panther. Near the door he paused and listened, any other than an Indian face would have shown a smile, "*Tibikak!*" he exclaimed.

"*Waban!*" came the answer, and he turned to face Koto. Gaybird, staring, reached for his knife. "*Ka wika!*" a clear voice cried, and Carmel, throwing the tent flap back, faced her tormentor. "*Tibikak,*" "*waban,*" "*ka wika*"; (to-night, to-morrow, never!).

Gaybird, the first to break the tableau, took one long stride toward the tall Assiniboin, who stood in the starlight like a bronzed god. Carmel stepped in front of Gaybird and said in Cree, "*Dare thou, dog,*" and Gaybird turned away. He mounted his black stallion and, saying, with a wave of his hand, "*waban,*" the word which Koto had said, meaning to-morrow, rode slowly away.

Koto watched the black figure until it had been swallowed by the night, and turned to Carmel with outstretched open arms that ached for her. He advanced, but Carmel put up her hands. She was the wife of Gaybird, for, by the law of the great lone land, the acceptance by her father of Gaybird's offering constituted the marriage contract, aye, the ceremony itself.

For a moment the two young lovers stood gazing at each other, each wild soul yearning for its rightful affinity, yet each bound by the law, by tradition, by custom that had come down to them through many generations. Presently Carmel caught the tent flap, turned for one brief instant for a last look upon the face of her lover and passed into the tent.

Koto sprung to stay her, but the tent closed. And he turned slowly, with bowed head, as one turns from a new made grave, and walked back to his own tent.

The dawn of *Waban* saw Koto walking steadily toward the north-west, toward the place of the sunset, to the river of Peace—anywhere, only away. *Waban*, when Gaybird called flushed, and impatient, his breath freighted with the unmistakable odor of rum, Carmel's mother met him at the tent door. Carmel was sick, the woman said. Gaybird laughed in her face and thrust her aside. He strode to the low couch where Carmel lay tossing in a raging fever, and mumbling over and over "*ka wika! ka wika!*"

Gaybird thought she was playing and stooped to lay hands on the helpless girl.

But Carmel's mother seized a Hudson's Bay gun and levelled it at the intruder with attitude so menacing that Gaybird, fearful for his life, slunk out of the tent—the Cree woman from the vent of the tepee, still keeping Gaybird covered with the rifle, told him to go, and that if ever he returned to molest her child she would take his life though she herself should die for it.

Gaybird rode away, vowing vengeance upon the head of his father-in-law. Then, as she cradled the head of her child, now mad with the fever, the Cree woman moaned low and promised We-sec-e-gea, god of the Crees, that if he would open the windows of that troubled soul, she would take her far, far away, and that she should not be sacrificed to Gaybird.

When Carmel's father, having ridden to his heart's content, returned to his tepee and heard of all that had happened, he was torn between the love he had for his only child and the duty he owed to Gaybird. But when he saw



how the maiden had been driven mad because of her dread of Gaybird, the father in him fought down the tradition of his tribe. He waited for the return of Gaybird, to whom he gave back the cayeuse, and to whom he, by presents and explanations, tried to make amends for his failure to keep to his bargain.

Gaybird, seeing Carmel ill, and, for the moment, raving mad, muttered a few parting curses upon the Cree and his household and rode away to Swan River.

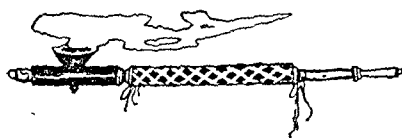
When the fever left Carmel, and she had been nursed back to life, the Cree took his traps and his horse, and, with his wife and their unhappy child, set out for the Saskatchewan to begin life a-new, shamed and deeply grieved because of his failure to carry out the contract fairly and lawfully made with Gaybird.

Carmel's parents had hoped that as they left their native village and Gaybird, as Carmel came to understand that she was not to go to him, she would grow glad again, but they did not know about Koto whom she loved.

As the world widened between Carmel and her native heath, between her and Koto, (for she knew not of his going away) her great grief sank deeper and deeper. She remembered vaguely something she had heard at the mission about bearing a cross, and that a cross was a sorrow. This then was her cross, and she meant to bear it bravely. Alas, she was too weak physically to endure the fatigue, and when the body was overburdened the spirit failed. Always, as they journeyed toward the sunset, she kept

plucking off the yellow flowers, which, according to the medicine-man, were to befriend her. One day she dug up some of the roots and carried them also. That night, when they had camped at the foot of a little mound, called a mountain in that level land, she boiled the herbs and put the black brew away in a horn.

That night, while her parents slept, she stole from the tent and climbed to the top of the little *cote* that is now called a mount, and there, all alone with her sorrow, having called across the pulseless prairie to her lost lover, Koto, she drank the dark liquid from the horn, and with a last wierd cry to We-sec-e-gea, yielded up her soul.



The first white man to pass that way was one, her friend, from the mission away back on the Assiniboine. When the gospel pioneer heard what had happened he climbed to the top of the hill, and with his hand-axe hewed out a rude cross and planted it by the grave of the Cree.

And there it stood in the summer sun and the winter's snow, and there the pathfinders, blazing the trail for the iron horse found it only three years ago. And there, when the train whistles for Carmel, which is midway between Winnipeg and Edmonton, you will see the little hill, which is called Mount Carmel, and upon its summit the Cross of the Cree.



*Written for the Canadian Northern Railway
By the Author of "Frontier Stories."*

Winnipeg to Port Arthur

—INTRODUCTORY—

GENERALLY speaking, the Canadian Northern Railway between these points follows the ancient Dawson Route, the first trail to pierce that vast area which—until yesterday considered a wilderness—lies between the Great Lakes and Winnipeg.

For a hundred and fifty years the moccasins of the lone priest, the pathfinder and explorer have dimpled the margins of the muskegs of this Western wilderness, and all this while the riches of Nature lay within reach of all. Only there was lacking the one thing—the first essential to civilization—transportation. Production without transportation is often impossible, and always unprofitable. Consequently, the iron, the copper, gold and other riches of this Lake Region lay where a generous Providence had placed them. The forests choked, the fish multiplied in the myriads of lakes and rivers, and the rich, fertile lands were left uncleared and untilled.

As Nova Scotia is the Land of Evangeline, so have we here, in New Ontario's Western wilds, the alluring lands of Hiawatha. Countless islands in innumerable lakes range in size from Superior, "The-Big-Sea-Water," to pearl-clear pools nestling in nooks and in silence unbroken for centuries; crystal rivers link the endless chain of lakes, by which these waters reach the sea. And all through this waking wilderness, in the shadowy forest and in dark canons, along these rushing rivers are swift rapids, curling cataracts, and grand, wild waterfalls.

Here indeed is a sportsman's paradise, for through these pathless quietudes roam the moose and the lynx. Here



also is the home of the otter, the pelican and the grouse, while the angler finds many an excellent trout stream.

Probably nowhere on this continent have the natural riches of forest and mine lain dormant at the very door of an eager and venturesome civilization, so utterly unknown as have the riches of New Ontario, which touches the Republic just west of the lakes. Here are vast forests, rich gold fields, and mountains of iron ore, and all practically untouched until the railway reached its steel fingers into the forest on the way to the Wheat Fields of the far West.

Here, in New Ontario, where the hand of nature seems to have hurriedly smoothed out the earth as it rose from the deep, leaving it gnarled, twisted and tangled, rock-ribbed, uninviting at first glance, and often impenetrable at the second, the road builders have found a path for the steed of steel, and in so doing have traversed pine forests, found wide fertile fields, and uncovered millions in mineral wealth, so that, what appeared to be a vast waste, is providing homes for thousands, and will provide employment for hundreds of thousands of men and women, and millions of money.

Capital, no longer timid, now that the richness of the country has been demonstrated, following in the wake of the pathfinders is opening mines, building stamp mills, saw mills and flour mills, harnessing the rapids and developing energy to turn the wheels of commerce.

Already, at Rainy River, there are in operation two of the most complete lumber manufactory plants in Canada, and all along the line are new industries that have been made possible by the building of the railway.

The grain from four provinces on its way from the wheat-field to the sea gives the road a heavy through tonnage, but indications point to this being exceeded by the local traffic resultant from the development of the natural resources of the country through which the railway passes.

Winnipeg to Port Arthur—*Continued*

—*DESCRIPTIVE*—

Leaving Winnipeg the railway crosses the Red River of the North by a large steel swing bridge to the town of St. Boniface. The French Canadians have been established at this point for many years. The town is the headquarters of the Roman Catholic Archdiocese, and there are large church buildings and an excellent hospital in connection therewith. In the Cathedral are the bells of the old church which was burned down in 1860, one year after Whittier had written "The Red River Voyageur." The bells were broken by their fall but the fragments were sent to London and recast by their original founder, returned to St. Boniface and hung in the Cathedral belfry. So that as of old ring out the tones of which the poet wrote :

The voyageur smiles as he listens
To the sound as it grows apace ;
Well he knows the vesper ringing
Of the bells of St. Boniface.

The bells of the Roman Mission,
That call from their turrets twain
To the boatman on the river,
To the hunter on the plain.

At St. Boniface, nearing completion, is the Western Canada Flour Mills Company's large milling plant, which, with a capacity of four thousand barrels per day, will have the largest daily output of any flour mill in Canada.

From St. Boniface the line continues in a southwesterly direction through a section of the oldest settled land in Manitoba. The prairie extends in this direction for over forty miles, in which distance some excellent farms are passed in the districts of Lorette and Ste. Anne des Chenes. As these

names and those of the stations would indicate, the settlement in this locality is French, though five miles south of Giroux is a thriving community of Mennonites, as witness the elevators erected at this station for the warehousing and shipping of their grain.

Here the ancient Lake Beach line as approximately laid down by the geographers is passed, the boundary of the prairie. Here the westbound traveller gets his first view of the vast rockless, treeless plain, which is the West.

Leaving the prairie the line strikes a rougher country, and at Marchand commences the crossing of six miles of muskeg, an extension of the famous Julian Muskeg, which for a number of years baffled the engineers of the C. P. R., more than forty miles to the northeast. From Bedford is obtained much of the building sand for Winnipeg, and further on is a district which has supplied the metropolis enormous quantities of cordwood.

Between Sprague and Vassar is passed the junction of the cut-off line, which is being built to bring Southern Manitoba's grain to the lake front without the haul up to Winnipeg or adding to the congestion at that point.

Sprague is in the centre of a timbered district, which has furnished logs for Winnipeg lumber mills for years.

A few miles past Sprague Manitoba's boundary is crossed and the State of Minnesota entered. After skirting the southern shore of the Lake of the Woods, which is famous for its ten thousand islands and its Caviare—seventy-five per cent. of the world's supply being taken from the sturgeon of this lake—the train whistles for the bridge across the Rainy River. This stream for its total length is the boundary between United States and Canada. Past the pivot point, for the river being navigable for large steamers, the bridge has a swing span—the Province of Ontario is entered and simultaneously the thriving town of Rainy River. Here are the large lumber mills already referred to and the railway company's divisional buildings. The town

has a progressive Municipal Government, and with the advantages of its manufacturies and the railway's shops is advancing very rapidly.

The valley of the Rainy River, though known to be rich in agricultural possibilities for half a century, is only now made attractive and accessible by the opening of the railway. For a distance of eighty miles the Rainy River Valley has been proven to be fertile and exceedingly productive. As early as 1857 Government reports called attention to the richness of the soil and the abundance of Indian corn grown by the natives of this section.

In 1875 much of the land along the river was laid out in long narrow plots to give each settler access to the river over his own ground. A few settlers came in about the time of the Wolseley Expedition, but the hushed, lonely land, remote from older settlement, and utterly without railway communication with the outside world, with all its native wealth, failed to furnish the necessary compensation for the sacrifice of civilization to attract and hold settlers to any great extent.

Now, however, within the past few years, homesteaders have been flocking into the new fields in such numbers that the land is fairly well taken up back, from ten to fifteen miles from the railway.

Roads are being opened and every convenience possible to pioneering is to be had. Anything that can be profitably produced in the Province of Ontario will grow along the Rainy River, while vegetables of many kinds as well as Indian corn, do better here than they do in many of the older sections of the Province. Some of the settlers have gone into stock-raising. Within the past two years first-rate Northern wheat has been grown in the Rainy River district.

Fort Frances, 207 miles from Winnipeg and 231 miles from Port Arthur, is one of the busy points along the line. Fort Frances was here before there was any Toronto or Winnipeg; when the former was known as "Muddy York" and the latter as Fort Garry, but, like all the good things along the line it had to wait for the railway. Here are to be

seen the ancient, but now remodeled and enlarged Hudson's Bay buildings into which the trappers for a hundred and fifty years have gone with their skins, and from which they have emerged with tweeds and tobacco, tea and contented minds. Here the Jesuit Fathers fought the good fight according to their faith, and in and around Fort Frances the feuds of the fur companies were fought out in the years when the Hudson's Bay and the Northwest Company were contending for the control of an Empire that was asleep and which is only now, after the lapse of a century, stirring to life.

And here, after all these years, stands the Old H. B. Post, a monument to the pluck and perseverance of "The Company of adventurers of England trading into Hudson's Bay," antedated only by the mounds made by the Ancient Mound Builders, which we passed at Emo—only these and the rocks and rills are older than the Fur Trading Post at Fort Frances. Here the magnificent water power of Coutchiching Falls is under development.

At Fort Frances we leave the undulating land and enter a broken country.

Rainy Lake is reached at a point where there is an Indian Reserve, a natural park having all the physical charms to make it one of the most attractive summering places on the continent, with its island-dotted lake, the beautiful river and all about the "deep, tangled wildwood."

Here the railway crosses an arm of the lake, and, after traversing a broken district, reaches the valley of the Seine River at Sturgeon Falls, an old trapping post. At times the Seine widens out into considerable lakes, linked here and there by short, swift reaches of the river, until we arrive at Steep Rock Lake, where we leave the Seine, the main artery of this vast watershed, and pass on to the Atikokan River. Atikokan, a point on the river of the same name, is a divisional point with all the usual facilities and buildings. The great Atikokan Iron Range is paralleled by the Canadian Northern for a distance of ten miles. The Atikokan iron district, one of the richest in the country, has been prospected more or less for the past twenty years. Con-

siderable development work, has already been done, in anticipation of the railway. At one point a tunnel has been driven into the range a distance of 350 feet, in addition to which more than a thousand feet of drilling has been done. This work has uncovered, it is claimed, millions of tons of valuable high-grade ore. A branch line is already surveyed to this property, from which shipments are expected to be made at an early date.

North of Atikokan are the Saw Bill, and Hawk Lake gold mining districts, all tributary to the railway at this point.

Extensive timber limits along the Seine will now be made valuable by reason of the railway.

About Shebandowan Lake prospectors have found promising gold prospects, and are developing some of the claims. Here can be seen the remains of Lord Wolseley's Headquarters as shown in the marginal illustration.



South of Kashaboiwe lie the Round Lake copper fields. Some of these properties are preparing to ship.

We now enter the Mattawin district, south and west of which are the Green Lake iron properties. Here the diamond drill has already demonstrated the richness of the range and it is confidently expected that within the next few years this district will be supplying a vast quantity of magnetite ore.

So, as we wind along the banks of the Shebandowan, the Mattawin, and the Kaministiquia Rivers, we are winding through a labyrinth of natural wealth, soon to be brought forth for the use of mankind.

Finally, by these river-passes, we come, to the shore of what the Ogibwas called the "Big Sea Water," passing almost within hearing of the famous Kakabeka Falls, where a river plunges over a precipice 120 feet high. Capitalists are now working at the development of this mighty water power with a view of transmitting the energy to Port Arthur and Fort William. As we pass Mount McKay, a glimpse may be had of an Indian Chapel, half-way up the slope, where the



natives go to worship the new God, whom they did not know until the white man came.

And so, over the line of the old trail, but in luxury never dreamed of by those early portagers, who hacked and paddled their way to discovery, or for God or King, we come to Fort William and Port Arthur, the latter sometimes called, "The Gateway to the West."

Fort William—here one hundred years ago was established the stronghold of the Northwest Fur Company. Here in 1815 was received with short-lived joy the tidings of the sack of Lord Selkirk's Red River settlement. The amalgamation of the two companies by the Deed Poll of 1821 made Fort William of lesser importance as far as the fur trade was concerned, but with the development of a more advanced commerce Fort William has grown into a city of considerable importance. Fort William and Port Arthur are both at the head of the great lakes and in proportion as the immense country to the west advances so will the twin cities grow. Indeed it is safe to prophesy that, with their boundaries now adjoining, in no distant future both places will be united and become a greater city.

Port Arthur is a prosperous, progressive and promising city. Standing at the head of what is the world's greatest freight route, the Great Lakes, its situation as a distributing point for the traffic of these inland seas is unequalled. The town overlooks Thunder Bay, guarded on the east by the "Sleeping Giant," which towers to the height of 1,250 feet at Thunder Cape. The streets of Port Arthur are paved with granolithic pavement, the town owns the electric lighting system, the telephone system and an electric railway system connecting it with its twin sister, Fort William.

At Port Arthur the Canadian Northern has already terminal facilities of considerable magnitude. Here are docks and large storage warehouses for the handling of the company's lake route business—a special dock being required for the handling of the steel rails used for the yearly extensions of the company's railway lines. Here also are the great grain elevators, having a total storage capacity of

seven millions of bushels, and which are more fully described in the illustrated section. But the present terminal arrangements are being enlarged generally to provide facilities for the handling of the ore traffic to come from the development of the practically inexhaustible iron ore beds of the Atikokan and Mattawin ranges.

The Canadian Northern Coal and Ore Dock Company has in hand the construction of large coal and ore docks which will be of the most approved design, and of ample capacity.

A smelter, the first of the kind in Western Canada, is also in course of erection at this point by the Atikokan Iron Company. This company will secure its ore from the ranges already referred to and its success is already assured in that its daily production has been practically disposed of before actual operations begin. The character and extent of this enterprise is being watched with considerable interest by the Canadian Northern Railway, as its success means continuous and valuable traffic returns to the company.



Historical Sketch

Of the Construction of the Canadian Northern Railway

IN 1895 the charter was acquired of the Lake Manitoba Railway and Canal Company, and, in the following year was commenced the construction of a railway from Gladstone. 100 miles of railroad were completed by the autumn of 1896 and at once put into operation.

In 1897 the operation of the line was extended 25 miles to Lake Winnipegosis.

The next year, under charter of the Manitoba and South Eastern Railway, a commencement was made on the grain carrying trunk line from Winnipeg towards Lake Superior, on which 45 miles of track were laid. At the Lake Superior end the Port Arthur, Duluth and Western Railway was purchased, and the rights of the Ontario and Rainy River Railway acquired and work commenced from a point 19 miles from Port Arthur on the former line, under the charter of the O. & R. R. Railway.

1899 saw the Northern line extended to a point 195 miles from Gladstone. This extension was built under the charter rights of the Winnipeg Great Northern Railway, and it was in this year that this line and the L. M. R. & C. Company were amalgamated under the name of *The Canadian Northern Railway Company*. The other companies were absorbed at later dates. Before the close of the year the gap between the rails on the Lake Superior line had been considerably lessened.

The next year, 1900, brought the Manitoba and South Eastern to the Rainy River, where the construction of a large swing steel bridge had to be undertaken. From Dauphin, westerly, the company built 25 miles through the Gilbert Plains and pushed the north line through the north-

west corner of Manitoba to a point some 20 miles west of the provincial boundary.

1901 was remarkable in the annals of the company. Firstly, as the year in which the company took over from the Provincial Government the railway lines of the Northern Pacific and Manitoba Railway. This step secured for the railway a main line through the fertile Portage Plains to a point within 19 miles of Gladstone, where the north line of the Canadian Northern had been commenced, which link was completed within the year. Branch Lines to Brandon and Hartney through unequalled grain areas and a connection to the south from Winnipeg to St. Paul and Minneapolis, were also obtained by this acquisition, making an addition to the company's operative mileage of 350 miles. In addition to this mileage, a valuable terminal in the heart of Winnipeg was obtained, which, by its proximity to the large tract of terminal property which had already been acquired for the Canadian Northern, became of much greater value.

Secondly, the year was notable as that in which was completed the line between Winnipeg and the Great Lakes port, Port Arthur. The section from Fort Frances to Port Arthur was not taken over by the Operating Department until early in 1902. But with a total mileage constructed at the end of 1901 of over 1,200 miles, the Canadian Northern had sprung into third place among Canadian Railways.

The railway carried over 12 million bushels of grain of the 1902 crop to the lake front over its new line. The mileage added during this year (1902) besides the section of main line referred to in the preceding paragraph, was made up of main line from Beaver to Gladstone, 19 miles; Stanley to Gunflint, 70 miles; 33 miles on the Neepawa branch; 44 miles on the Carman branch.

In 1903 the following additions were made: Neepawa to McCreary Jct., 41 miles; Vassar cut off, 12 miles; Rossburn branch, 20 miles; Carman branch, 20 miles.

In 1904 the operation of the main line was extended to Kamsack, 71.3 miles. Much additional grading was done

and more track laid on the main line but not taken over for operation until early in 1905. The northern branch was extended to Melfort, 107 miles west of Erwood ; and the Oak Point branch of 54 miles was also turned over to the Operating Department before the close of the year.

The past year, 1905, witnessed the completion of the tracklaying of the main line to Edmonton from Kamsack, a distance of 546 miles. Branch lines were also added as follows : Arizona Jct. to Brandon, 77 miles ; Greenway to Adelpa, 51 miles ; Clan William to Rossburn, 58 miles ; Brandon Jct. to Carberry Jct., 22 miles ; Hartney to Virden, 37 miles ; also a line to connect the Carman branch with the Hartney branch, 15 miles.

1906 has already been marked by the entrance of the line to Prince Albert, the objective point of the northern line. This added 16 miles to this branch.

The above mileage mentioned in particular makes up the present System of the Canadian Northern Railway west of Lake Superior, and the mileage now owned, operated or leased is somewhat over 2,400 miles.

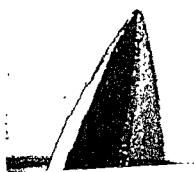
It is a notable fact that the main line for nearly a thousand miles is laid down in the centre of what is known as the "Wheat Belt of Western Canada." The Railway has practically no mileage through unproductive territory. By its main line, branches and projections it reaches the richest sections in the Provinces of Manitoba, Saskatchewan and Alberta, and the most important distributing centres of the Canadian West. Its main line opens up a vast stretch of mineral wealth and sixty miles of rich agricultural lands in New Ontario. It forms the Canadian West's second great transportation route, and stands in a strong position to handle the production of the ever increasing areas of land being brought under cultivation, and to transport from the East all the requirements of a multiplying and progressive population.

In Eastern Canada



HOUGH at the present time the Canadian Northern has no rail connection east of Port Arthur, independent of the C. P. R., yet plans have already been made to build from the present Eastern Lake Terminal around the north shore of Lake Superior to Sudbury. The James Bay Railway, now under construction from Toronto to Sudbury, 265 miles, is a kindred interest to the Canadian Northern. The James Bay Railway will be opened for traffic in June of this year as far north from Toronto as Parry Sound, a port on Georgian Bay—a distance of 150 miles—this line passes through the far-famed Muskoka Lakes, and will give to the many summer resorts in the locality a service not hitherto possible. The section from Parry Sound to Sudbury will be ready for operation in 1907. The James Bay Railway has authority to build from a point on the Toronto-Sudbury line near the French River to Ottawa, also from Toronto to Ottawa. A link of 50 miles from Ottawa to Hawkesbury will put these lines when built in connection with Montreal and Quebec by means of the Great Northern Railway of Canada.

A controlling interest in the latter railway, which, at the present time, operates 250 miles, was acquired in 1903. An entrance to Montreal was at once arranged by the acquisition of the Chateaugay and Northern Railway. An independent access to the valuable terminal property held by the Great Northern at Quebec was also decided upon, which work is now under way. Previously the Company's trains had entered Quebec over the tracks of another railway. There is now being built at Quebec a bridge across the St. Lawrence River, which will have the longest single cantilever span in the world. The charter of the Quebec, New Brunswick and Nova Scotia Railway, in conjunction with the use of this



bridge, will permit a through connection being made to Nova Scotia where the same interests already control the Halifax and South-Western Railway formed in 1901, which took over in 1903 the Central Railway, from Lunenburg to Middleton. Extensions were at that time undertaken and the mileage further increased by the purchase of the Coast Railway, from Yarmouth to Barrington Passage, 50 miles. Between the latter point and Liverpool a connecting line is nearly completed—a branch is also under construction from Middleton to Victoria Beach. These additions will make a total of 370 miles and will comprise the largest railway system in Nova Scotia.

In Cape Breton the Inverness Railway and Coal Company operates 61 miles from Port Tupper to Inverness, where valuable bituminous coal deposits are being mined.

With the connection of all these railways a vast system will have been built up. Another great transcontinental route will have been formed. Quietly but swiftly each self-supporting link will be added to the chain until the Atlantic is bound to the Pacific by another band of steel.



THE Canadian Northern Telegraph Company, under the rights of its Dominion charter, is empowered to operate throughout Canada. At present, the Company owns and operates a telegraph system extending over all lines of the railway and has connections which put it in a position to transmit messages from any of its stations to any point reached by telegraph line or cable. The Telegraph Company is owned by the Railway Company and is a valuable asset, especially when is taken into consideration the extension of the Company's lines, and the development in progress of the country the Railway is at present serving and into which it is building.

THE Canadian Northern Express Company has also a Dominion charter. This Company operates over all lines leased and owned by the Canadian Northern Railway. The Company transacts a general parcel express and collection business, issues money orders, forwards merchandise, money, bonds and valuables between all points on the Canadian Northern, and in connection with responsible express companies handles business to all parts of the world.

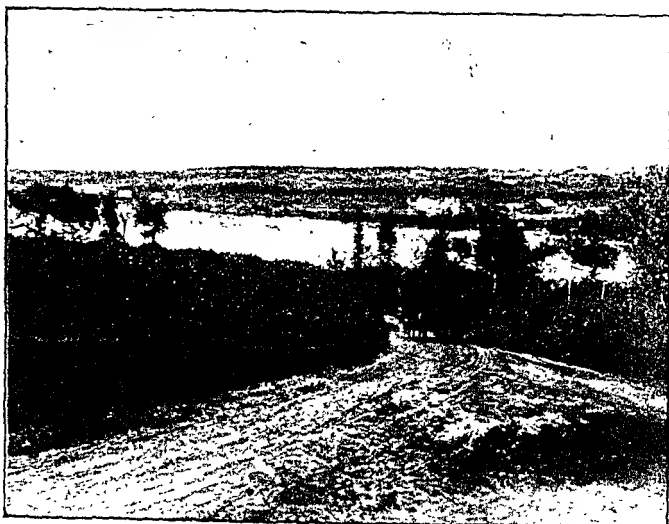
CARRYING out the same principle of control of all conditions of the company's service, as in the case of telegraphs and express, the Canadian Northern operates its own sleeping and dining cars. The heaviest and most strongly constructed cars are built for this service and their operation and equipment is kept well up with the most advanced standards.



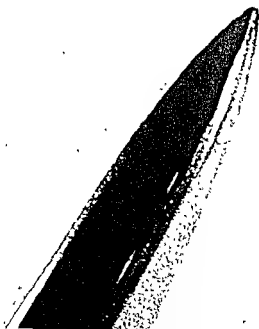
Illustrated Section



Canadian Northern Railway



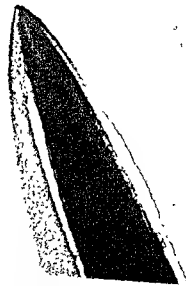
The above is a typical view of the great Saskatchewan River, which in its course waters more fertile acres than any river in Canada. Generally its banks are of gradual slope—so gradual, indeed, that their height is very often misjudged. The width of the water-course makes the crossing of it by a railway bridge of reasonable length a difficult engineering feat. The Canadian Northern Railway crosses the two branches of this river at five different points with steel bridges of the latest approved design, giving an aggregate length of about 11,370 feet including the approaches thereto.



Canadian Northern Railway



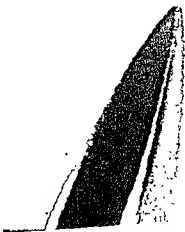
This is another view of the ever-changing Saskatchewan. The main channel of this river, somewhat like that of the great Missouri, is continually changing, but in the case of the Saskatchewan, only within its immediate bounds. The river constantly sweeps up long, low islands of sand, which disappear as quickly as they are formed. In the middle of the picture may be seen one of the sandy islets, which probably was swept away within 24 hours after the picture was taken. This view is from one of the bridge approaches of the Canadian Northern Railway.



Canadian Northern Railway



The richness of the natural prairie grasses, and the moderate climate of the Saskatchewan Valley, combine to make the region watered by this great stream an unequalled cattle-raising district. Notice the above picture, typical of many similar scenes along the line of the Canadian Northern Railway.

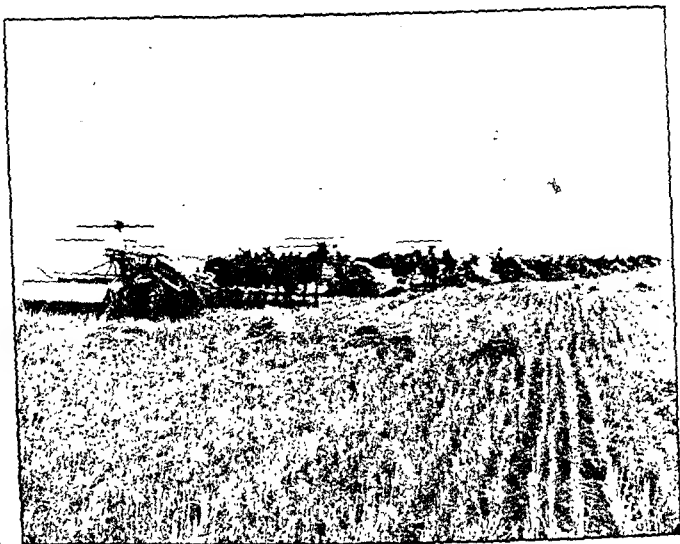


Canadian Northern Railway



The economical operation of very large farms calls for the latest improvements in labor-saving farm implements. The steam plow is one of the innovations which is proving very successful along these lines. The sixty-five horse power traction engine in this picture is drawing a gang of 21 disc plows, runs furrows six miles long without a stop and plows sixty acres per day. This is on a farm at Headingly, on the main line of the Canadian Northern Railway.

Canadian Northern Railway



This picture shows a "battery" of ten binders at work on a 4000 acre farm in the justly famed Saskatchewan Valley, traversed for its entire length by the Canadian Northern Railway.

Once the grain has ripened it is cut as quickly as possible, as in the stook it is comparatively safe from any unusual weather conditions.

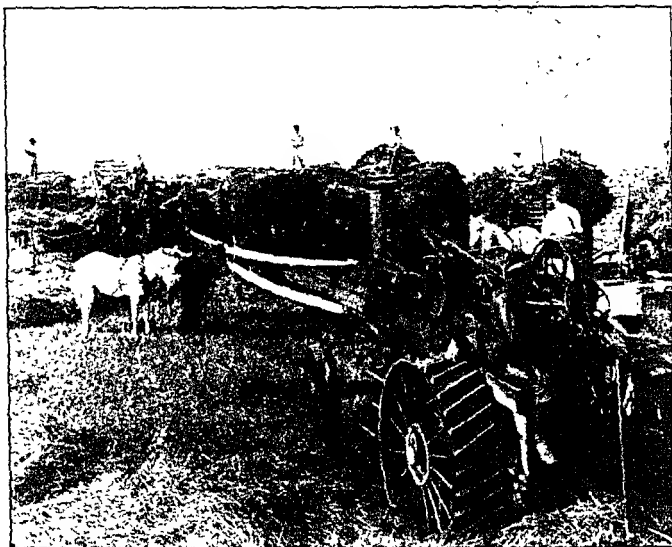
Canadian Northern Railway



While the waving fields of golden grain are beautiful to see yet the farmer with his wheat in stook has his harvest half in hand and the fruit of his labor well in sight. The general practice in the West is to let the grain rest, as it appears in this picture, for a period varying from ten days to two weeks, during which time the grain matures.

One of many scenes which delight the eye of the traveller as he journeys over the line of the Canadian Northern Railway in the golden harvest time.

Canadian Northern Railway



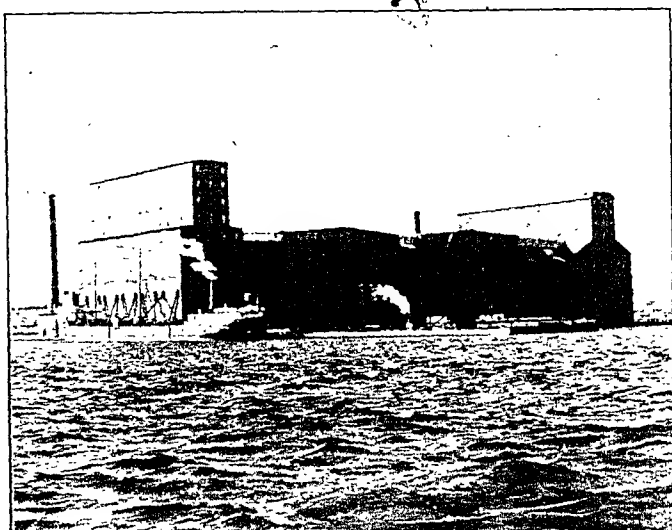
Threshing is the farmer's busiest and happiest time. He is now reaping the reward of his labors; and as the golden grain is separated from the chaff and dropped into the wagons to be hauled to the elevator at the station near by we have here an object lesson of the fertility of the land served by the Canadian Northern Railway, which is being rapidly acquired by the sons of toil from every clime.

Canadian Northern Railway



This view is of Dauphin, a typical Western town. In the grain belt nearly every station has its row of grain elevators such as appear in this photograph. These buildings have generally a capacity each of about from 25,000 to 40,000 bushels. The majority of these are operated by elevator and mill companies owning buildings at many different points. In some cases elevators are built by the farmers of a community, who form themselves into a joint stock company for the purpose. These elevators are called country elevators, in contradistinction to the Railway's terminal elevators. There are in all more than 225 of these country elevators situated on the lines of the Canadian Northern Railway, having a total storage capacity of over five million bushels of grain.

Canadian Northern Railway



The Terminal Elevators of the Canadian Northern Railway at Port Arthur—the Head of Lake Superior

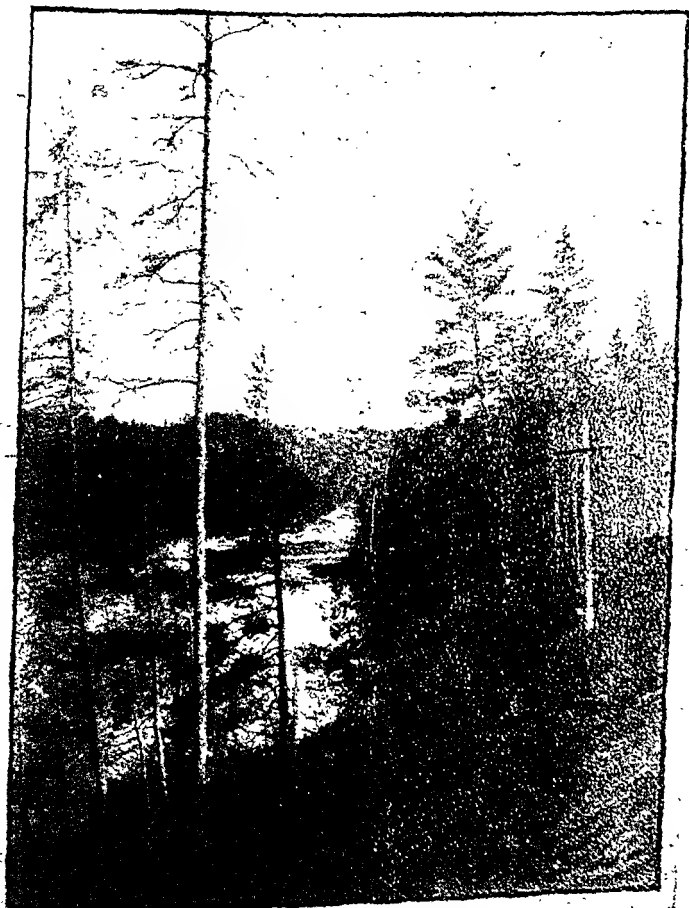
The elevator plant above illustrated, comprising two metal-clad working houses, and two fire-proof tile storage annexes, is conceded to be the most up-to-date grain-handling plant in existence. It has the enormous storage capacity of seven million bushels, a receiving capacity of over two hundred and fifty thousand bushels per day of ten hours, and a shipping capacity of two hundred and fifty thousand bushels per hour, drying capacity of nine thousand bushels, and a cleaning capacity of one hundred and eight thousand bushels per day, and is also equipped to scour six thousand bushels in the same time. The storage buildings are composed each of eighty circular tile tanks, with intermediate spaces, which arrangement provides separate bins for the many kinds and grades of grains. The grain from either working house can be discharged into any tank desired. The bottoms of the tank receptacles have hoppers, from which the grain is conveyed to either working house for reshipment. The great capacity of these buildings enables the railway to continue its grain hauling business after the close of navigation. Throughout the year a continuous stream of wheat flows from the primary markets to this great terminal plant.

Canadian Northern Railway

A Natural Highway

The Park Region, lying immediately west of Lake Superior, and extending almost to the Red River Valley, has been described by the writer quoted below as the crown of the continent:

"Wrought of iron is this crown, and set with gem-like lakes and ribbed with bands of silver streams."

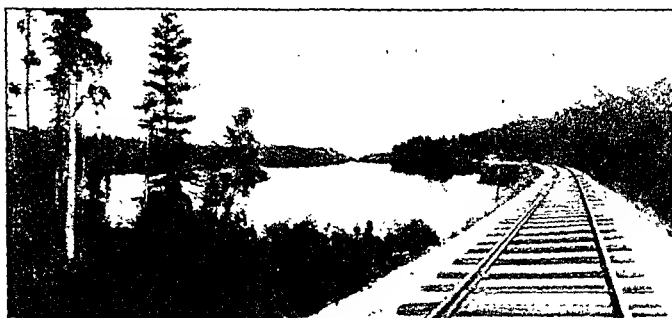


"Nowhere on this continent is there found a similar combination of placid rivers and turbulent cataracts, of endless chains of lakes set thick with green islands, of wooded hills and rocky gorges, of pathless forests and quiet, sun-lit glens."

Canadian Northern Railway

A NATURAL HIGHWAY—Continued

This is the country now penetrated by the Canadian Northern Railway, and the rivers and lakes reproduced on these pages are some of the links in the great chain which in earlier days formed the only route between East and West, as described in the following:



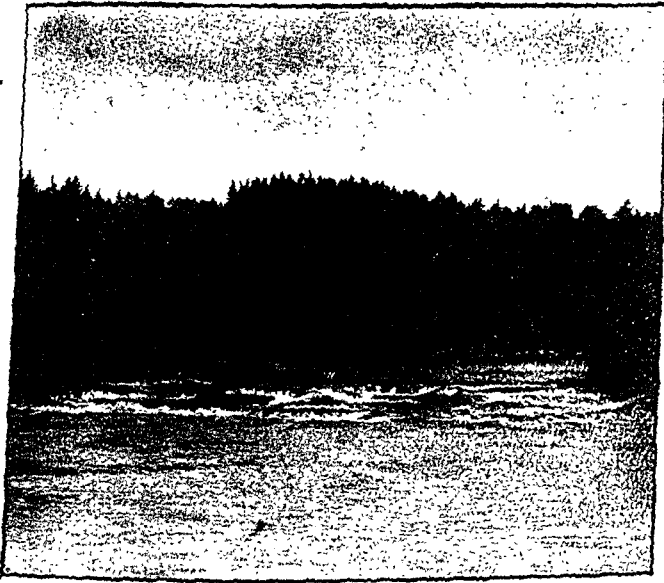
“Through the very heart of this region lies the great highway of the voyageurs—a waterway of lakes and rivers broken by rapids and portages—but a way, nevertheless, over which those indefatigable pathfinders of the old New World forced their canoes as they blazed the trail for the heralds of empire.



“It was a rugged path by which those men of iron sought the great Northwest 200 years ago, but it was the only pass through the wilderness that separated the Great Lakes from the land of the Assiniboine, the Souris and the Saskatchewan.

La Verendrye, over this route, journeyed in search of the Pacific in 1731

A NATURAL HIGHWAY—Continued



At the same time was sown the seed of the great strife of later years between the Hudson's Bay Company and the North West Fur Company, which was fought along this great highway.

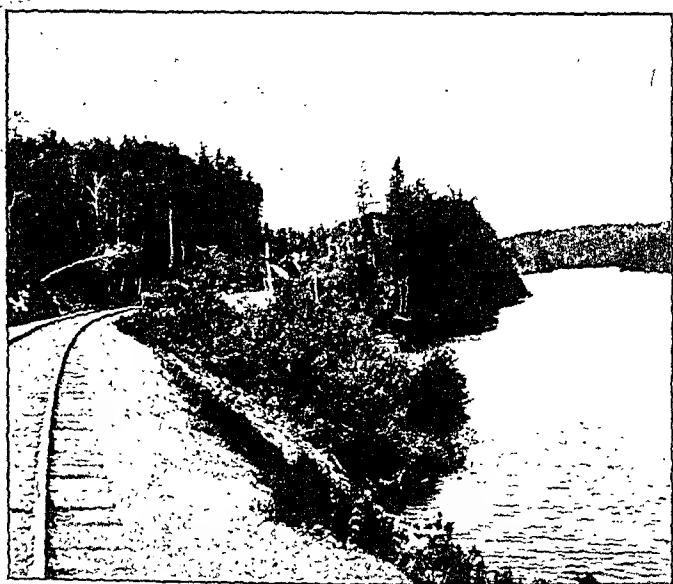
More recently, by this way passed Colonel Wolseley, at the head of an army, to uphold the arm of British law at the time of the threatened Red River outbreak (1870.)



Canadian Northern Railway

A NATURAL HIGHWAY—Continued

An incompleted canal lock at Kouchiching Falls, Fort Frances, is a proof that the lake and river route to the West was once thought feasible before the greater undertaking of a Railway was projected.



It is therefore seen that the Canadian Northern Railway follows the natural highway between the Great Lakes and the Great Plains, and although for centuries the track of commerce has been over this route, yet only now is the mineral wealth of this great region being recognized, and the agricultural possibilities of large areas on its path being appreciated.

A NATURAL HIGHWAY—Continued



The Kakabeka Falls, on the Kaministiquia River, are a little over 23 miles from Port Arthur, and the Canadian Northern Railway passes within sight and hearing of the cataract. Here the clear waters of the river take a sheer leap of 120 feet over a cliff of basaltic rock. Here was the first portage on the old river and lake route to the West.

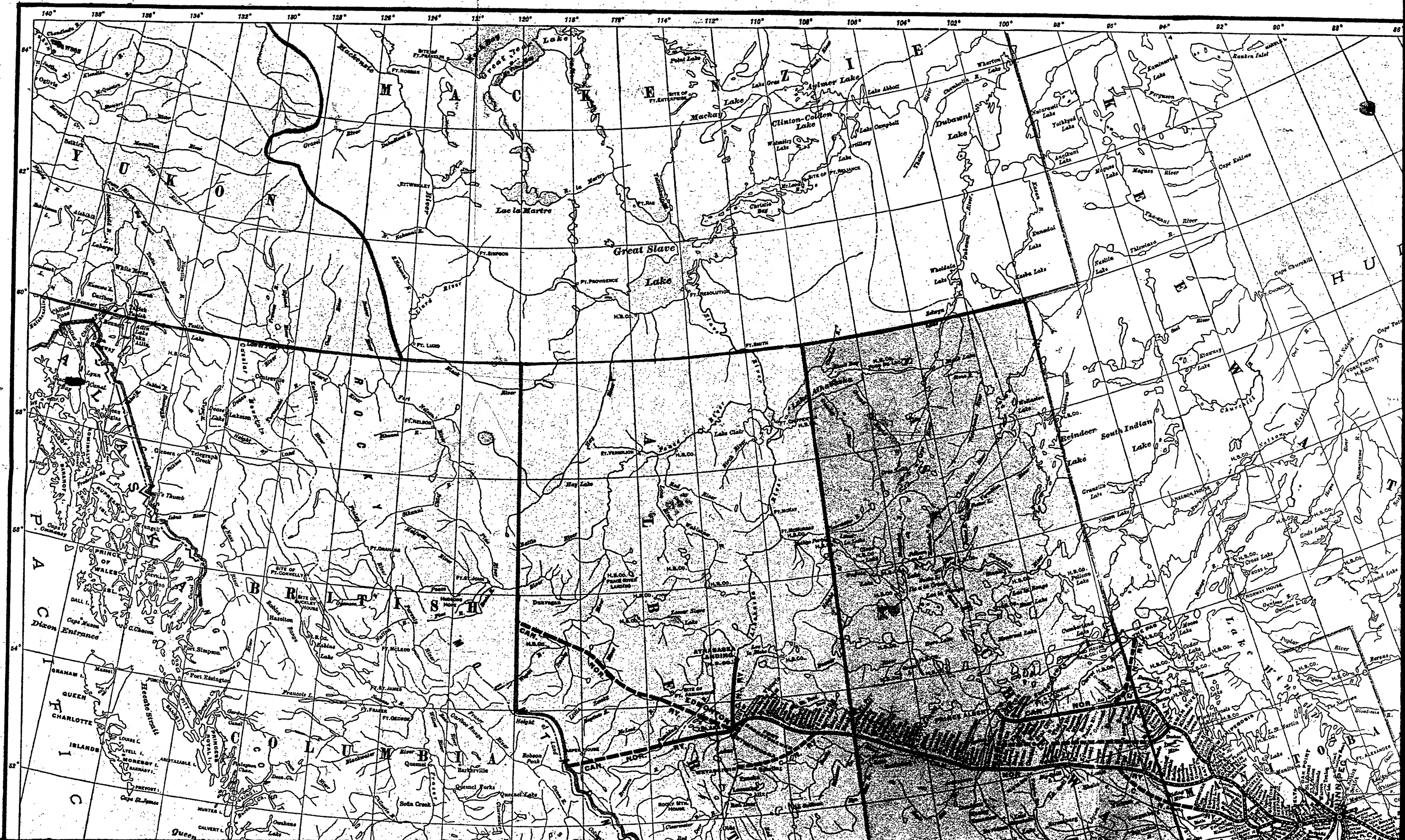
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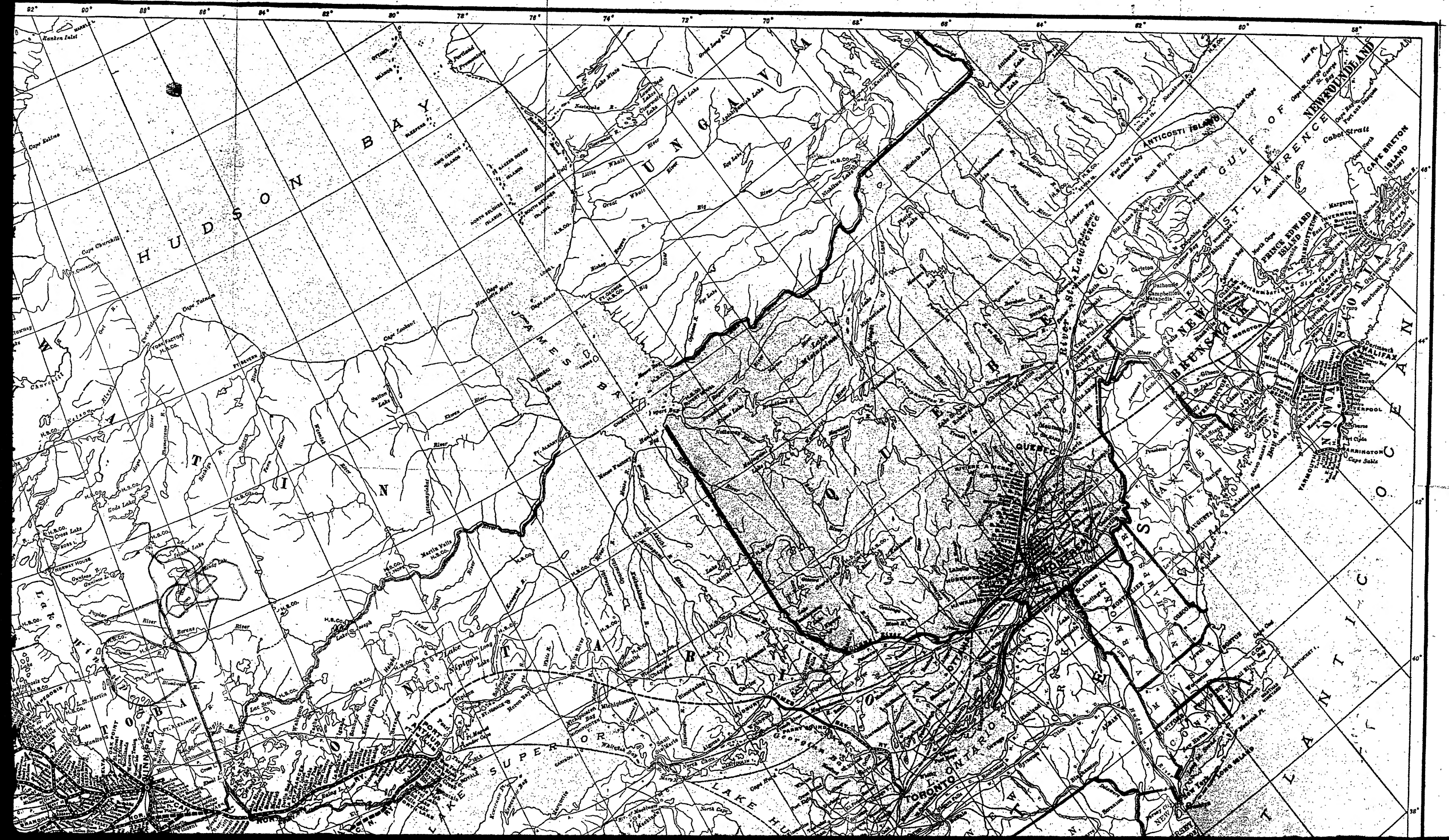
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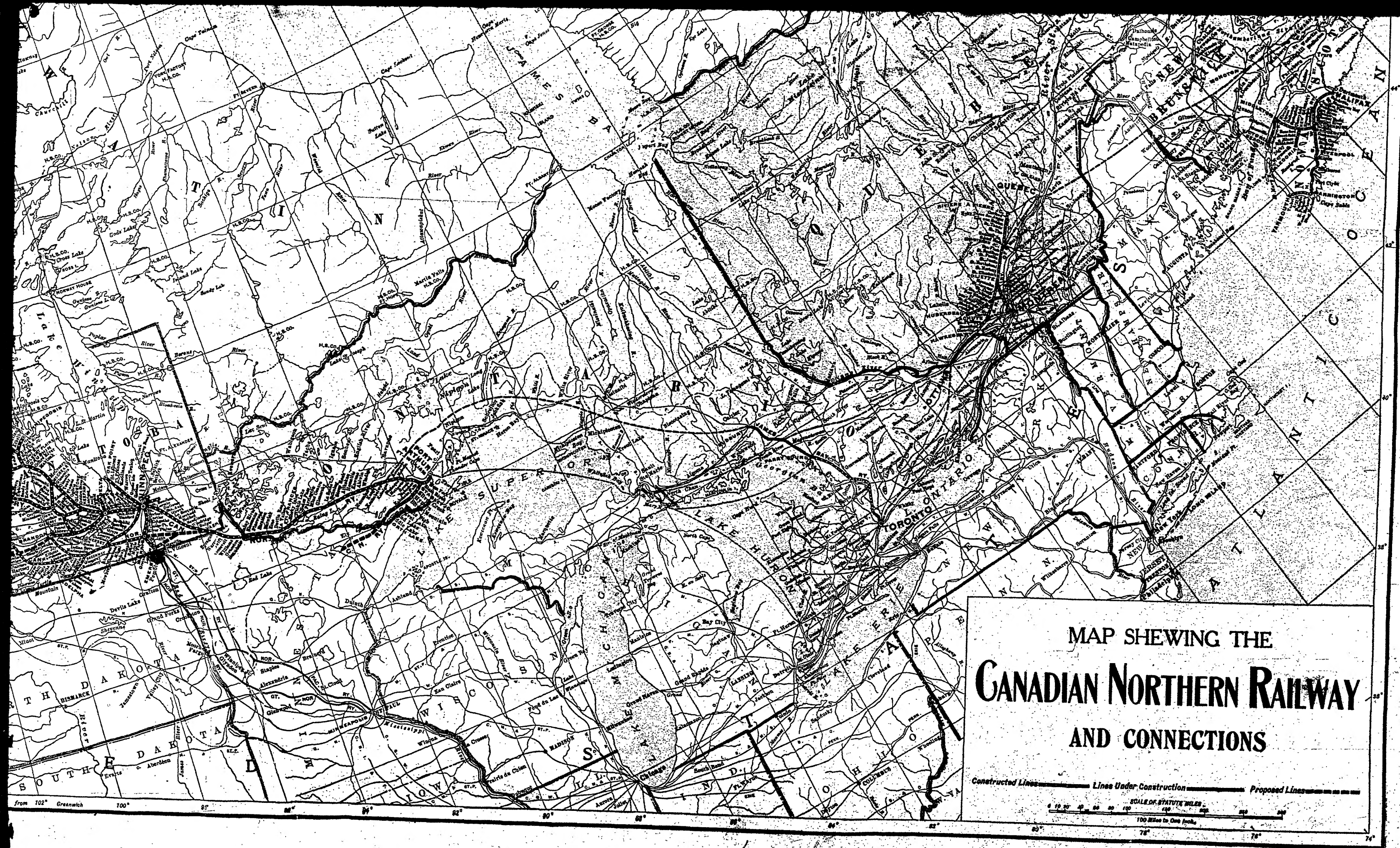
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